MEMORANDUM

20 November 1963

TO: 25X1A [redacted]

FROM: 25X1A [redacted]

SUBJECT: Trip Report to Barksdale A.F.B. from the 10th. of October to the 30th. of October.

Persons Involved:

[redacted] 25X1A

25X1A The first leg of this trip involved an installation and check-out of the equipment in [redacted] facility in Burbank. A 4000 ft. supply of SO 132 was installed and the unit was prepared to obtain photography during the flight to B.A.F.B. LA.

25X1A G. S. E. was packaged and followed the aircraft to B.A.F.B.

[redacted] arrived at B.A.F.B. on October 10, 1963.

The morning of the 11th. a visitors pass was obtained at the B.A.F.B. gate, but no one knew of [redacted] 25X1A After driving around the base, and numerous phone calls, we inquired as to the location of a Weather Reconnaissance Squadron.

We retrieved the cassette from the vehicle and attempted to gain access to the Reconnaissance Tech. Squadron area to process a strip from the flight down to B.A.F.B. from Burbank.

An effective shutter speed of 1/1000 seconds was used on this flight.

The pilot informed us that he flew over nearly continuous cloud cover and his total cycle count was only 333 frames as 90% of the time he could not see the ground. The flight took place in late afternoon, time of arrival at B.A.F.B. was 6:30 P. M.

After a three hour wait, access to a process facility was finally obtained and a strip was processed. The results indicated as expected, an underexposed negative due to the poor visibility and high effective shutter speed.

The remainder of the material was retrieved and stored.

Upon obtaining information as to the T.O.T. etc. for the next flight, the correct slit was installed and the unit was prepared for a flight on Saturday the 12th. of October. A 4000 ft. SO 132 supply was installed as no 7800 ft. supplies were available.

The flight was planned to start and stop the system over areas of interest. The pilot was briefed and the mission was flown successfully. 1158 frames of photography were taken.

Access to a dark area was obtained and the material was off-spooled and sent to Rochester. A test strip was processed and sent to S.A.C.

The 7800 ft. supplies (2) arrived and the instrument was again prepared for a mission on Tuesday the 15th of October.

Weather over the area of interest prevented a flight until Sat. the 19th. of October.

This mission was successful and 2545 frames of photography were obtained. The pilot indicated an excessive amount of turbulence and 60% cloud cover throughout the mission.

As no off-spooling equipment was available at B.A.F.B., we decided to send the entire cassette to Rochester and [redacted] flew with it to assist in the off-spooling there, as an electircal back-up voltage is required to strip film from the T.U. 25X1A

The instrument was checked and cleared and prepared for another mission.

The cassette was returned to B.A.F.B. on Tuesday the 22nd. of October. It was shipped back to B.A.F.B. in a cardboard container by commercial airlines and suffered a large bent flange. The bend was repaired and the cassette was checked out for use, OK.

The total instrument life cycle count prior to this next mission was 11,960. A 7800 ft. SO 132 supply was installed and the instrument c/o for a mission on Wednesday, October 23rd.

During climbout and at approximately 2500 ft. the Pilot indicated excessive cycle rates. By radio we directed him to shutdown and restart in a normal manner. Rates after restart continued to be near the danger levels, so he was directed to shutdown again.

The pilot was then directed to re-cycle the aircraft inverter and after this to try a normal restart. When this was accomplished, the instrument operated normally and 2300 cycles of photography were successfully obtained. The T.U. cassette was couriered to Rochester.

Visual observation and a post flight checkout indicated no damage to the instrument.

A decision was made because of the excessive cycle rates to fly the instrument back to Burbank for de-mounting.

The instrument was returned to Burbank, then it was crated and sent back to Newton for refurbishment.

The G.S.E. both at B.A.F.B. and at Burbank has been sent to Edwards for Standby.

The total cycle count at the end of the last mission was 16,138

25X1A [redacted]

Project 9092